ENGINEERS
PLANNERS
ECONOMISTS

Wilbur Smith Associates

MEMO

SAN FRANCISCO OFFICE
August 18, 2006 Project Number: 100029

To: Valerie Knepper, MTC

From: Bill Hurrell/Terri O'Connor

Subject: Summary of Findings, MTC Case Study: Vallejo

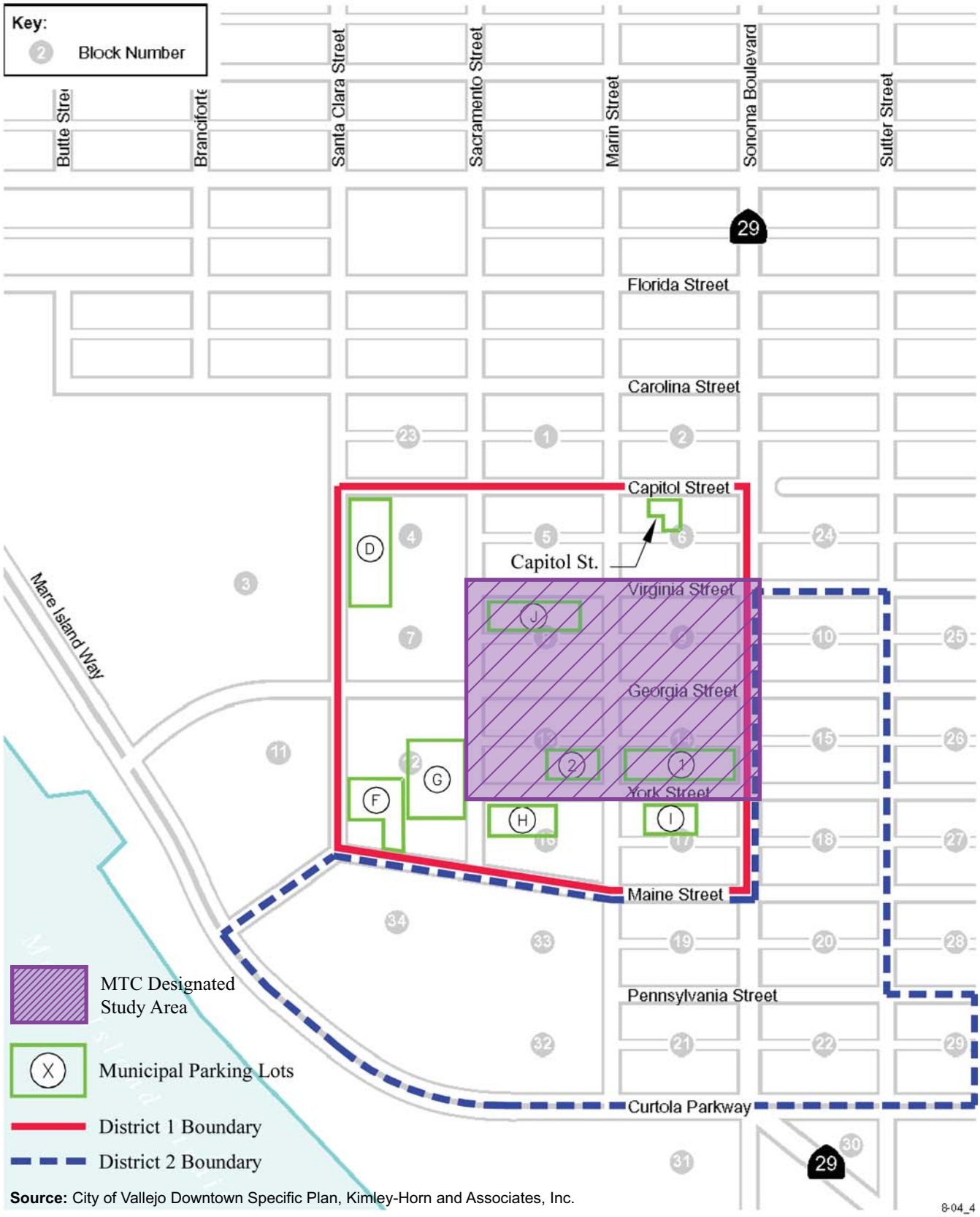
This memorandum presents a summary of findings regarding the City of Vallejo's case study for Metropolitan Transportation Commission's (MTC) *Reforming Parking Policies to Support Smart Growth Study*. This memorandum includes a description of the existing parking conditions, a summary of current parking trends, a review of the initial implications, and makes preliminary recommendations based on analysis of the parking data obtained. This information provides a basis for a potential parking management plan for the City of Vallejo's Downtown and Waterfront District.

EXISTING CONDITIONS

Field data

Existing parking conditions were observed and assessed within Downtown Vallejo to understand current parking trends in the area. These existing conditions were developed through field observations of occupancy, turnover and duration during a typical weekday and weekend day.

WSA observed on-street and off-street parking conditions within a four square block area in the Vallejo downtown (bordered by Virginia Street to the north to York Street to the south, Sonoma Boulevard to the east Sacramento Street to the west), the "study area." The study area was selected as a portion of Vallejo's downtown, as it contained the main commercial street and farmers' market blocks as well as several typical on- and off-street parking facilities. Note that information collected within the study area was selected as a sample area to be reviewed and confirmed with earlier parking data provided by the City in their Parking Supply Demand and Analysis conducted by Kimley-Horn and Associates in 2005 as part of the Draft EIR/Downtown Vallejo Specific Plan. Figure 1 presents the location of the parking study area.



Source: City of Vallejo Downtown Specific Plan, Kimley-Horn and Associates, Inc.

ENGINEERS
PLANNERS
ECONOMISTS
Wilbur Smith Associates

Figure 1
DESIGNATED STUDY AREA
100029/STUDY AREA - 08/14/06

Occupancy

Parking occupancy refers to the accumulation of parking or the percentage of parking spaces utilized during a specific period of time. Occupancy is recorded by counting the number of vehicles parked during the specific time period compared to the total inventory of spaces available. From this comparison, an average occupancy rate is defined at that time period. Occupancy rates are typically separated by on-street and off-street parking facilities.

For this study, parking occupancy was observed during a ten-hour period from 9:00 AM to 7:00 PM on a weekday and weekend day to review and confirm the data from the *Draft Environmental Impact Report (DEIR), Downtown Vallejo Specific Plan Parking Supply and Analysis,2005("Downtown Specific Plan").*

Weekday

Existing on-street weekday parking occupancy is relatively consistent with the *Downtown Specific Plan* (2005) during the morning (9:00 AM to 11:00 AM), midday periods (12:00 PM to 3:00 PM) and evening period (4:00 PM to 7:00 PM). In general, average occupancies for all time periods have increased slightly (around 2 to 5 percent) from the time of the *Downtown Specific Plan* in 2005, and observations conducted in July 2006. . Although the number of available on-street parking spaces have been reduced in the area (around 30 less spaces from 2005 to 2006) on-street parking continues to operate below capacity for all time periods. Table 1A presents on-street parking occupancies observed in 2006 by WSA. Table 1B presents on-street parking information based on the *Downtown Specific Plan* (2005)

Table 1A
Weekday On-Street Parking Occupancy (9:00 AM to 7:00 PM)
Downtown Vallejo – July 2006

Block #	Supply (2)	9:00-11:00AM		12:00-3:00PM		4:00-7:00PM	
		# Spaces	% Occup.	# Spaces	% Occup.	# Spaces	% Occup.
#8	49	34	69%	35	71%	27	55%
#9	68	40	59%	54	79%	48	71%
#13	31	12	39%	16	52%	14	45%
#14	33	15	45%	18	56%	29	88%
Total	**181**	**101**	**56%**	**123**	**68%**	**118**	**65%**

Source: Wilbur Smith Associates, July 2006

Note:

(1) Parking inventories for each block were based on the *Draft EIR, Downtown Vallejo Specific Plan Parking Supply and Analysis (2005)*.

(2) Supplies for the WSA parking study based on a July 2006 inventory of on street spaces.

Table 1B
Weekday On-Street Parking Occupancy (9:00 AM to 7:00 PM)
Downtown Vallejo – April 2005

Block #	Supply (1)	9:00-11:00AM		12:00-3:00PM		4:00-7:00PM	
		# Spaces	% Occup.	# Spaces	% Occup.	# Spaces	% Occup.
#8	46	26	57%	28	61%	23	50%
#9	48	33	69%	37	77%	38	79%
#13	26	13	50%	14	54%	13	50%
#14	31	5	48%	20	65%	19	61%
Total	**151**	**77**	**51%**	**99**	**66%**	**93**	**62%**

Source: *Draft EIR, Downtown Vallejo Specific Plan Parking Supply and Analysis (2005).*.
Note:
(1) Supplies for the 2005 parking study based on an April 2005 inventory of on street spaces.

Existing off-street weekday parking occupancy is somewhat higher than recorded in the *Downtown Specific Plan* (2005). In general, off-street parking during the midday period has remained consistent operating around 47 to 48 percent occupied. However, during the morning (9:00 AM to 11:00 AM) and evening periods (4:00 PM to 7:00 PM) parking occupancies have increased 13 to 16 percent from the time of the *Downtown Specific Plan* in 2005, and observations conducted in July 2006. Note that existing off-street parking continues to operate below capacity for all time periods. Table 2A presents off-street parking occupancies observed in 2006 by WSA. Table 2B presents off-street parking information based on the *Downtown Specific Plan* (2005).

Table 2A
Weekday Off-Street Parking Occupancy (9:00 AM to 7:00 PM)
Downtown Vallejo – July 2006

Block #	Supply (1)	9:00-11:00AM		12:00-3:00PM		4:00-7:00PM	
		# Spaces	% Occup.	# Spaces	% Occup.	# Spaces	% Occup.
#14/Lot1	107	31	29%	42	39%	32	30%
#8/ Lot J	86	52	60%	65	76%	45	52%
#3/Lot 2	55	21	38%	12	21%	22	40%
Total	**248**	**136**	**55%**	**119**	**48%**	**134**	**54%**

Source: Wilbur Smith Associates, July 2006
Note:
(1) Parking supplies for each lot in the WSA parking study were based on a July 2006 inventory of off street spaces

Table 2B Weekday Off-Street Parking Occupancy (9:00 AM to 7:00 PM) Downtown Vallejo – April 2005							
Block #	Supply (1)	9:00-11:00AM		12:00-3:00PM		4:00-7:00PM	
		# Spaces	% Occup.	# Spaces	% Occup.	# Spaces	% Occup.
#14/Lot1	107	29	27%	35	33%	34	32%
#8/ Lot J	95	61	64%	74	78%	61	64%
#3/Lot 2	55	10	18%	13	24%	10	18%
Total	**257**	**100**	**39%**	**122**	**47%**	**105**	**41%**

Source: *Draft EIR, Downtown Vallejo Specific Plan Parking Supply and Analysis (2005).*
Note:
(1) Parking supplies for each lot in the 2005 parking study based on an April 2005 inventory of off street spaces.

Weekend (Saturday)

Since the opening of the Farmers Market in July, 2006, weekend on-street parking conditions in Downtown Vallejo have changed significantly since the *Downtown Specific Plan* (2005). In addition to attracting more visitors to the downtown area, on-street parking supply is reduced with partial street closures along Marin Street (from Indian Alley to York Street) and Georgia Street (from Sacramento Street to Sonoma Boulevard) from 7:00 AM to 1:00 PM on Saturdays. As such, existing on-street weekend parking occupancies have increased significantly, almost doubling in all time periods from the 2005 *Downtown Specific Plan* study. Average occupancy is close to or at operating capacity for both the morning and midday periods. Note that the evening period currently operates higher than the 2005 study (around 38 percent higher) but is still underutilized at around 66 percent. Table 3A presents weekend on-street parking occupancies observed in 2006 by WSA. Table 3B presents weekend on-street parking information based on the *Downtown Specific Plan* (2005).

Table 3A Weekend (Saturday) On-Street Parking Occupancy (9:00 AM to 7:00 PM) Downtown Vallejo – July 2006								
Block #	Farmers Market Supply(1)	9:00-11:00AM		Supply(2)	12:00-3:00PM(3)		4:00-7:00PM	
		# Spaces	% Occup.		# Spaces	% Occup.	# Spaces	% Occup.
#8	26	26	100%	49	34-37	78-142%	28	58%
#9	58	44	75%	68	53-54	78-93%	60	88%
#13	17	15	88%	31	16-16	52-94%	7	22%
#14	22	16	74%	33	17-19	58-77%	25	75%
Total	**123**	**101**	**82%**	**181**	**120-126**	**70-98%**	**119**	**66%**

Source: Wilbur Smith Associates, July 2006
Notes:
(1) The on-street parking supply was reduced (around 59 spaces) due to partial street closures during Farmers Market hours (7:00 AM to 1:00 PM) on Saturdays.
(2) On-street parking supply was not consistent across this time period as the Farmers Market closed several street sections until 1:00PM

(3) On-street parking occupancies varied over the midday time period. Higher occupancies reflect the 2 hours of restricted parking supply observed at 12PM to 1PM.

Table 3B
Weekend On-Street Parking Occupancy (9:00 AM to 7:00 PM)
Downtown Vallejo – April 2005

Block #	Supply (1)	9:00-11:00AM		12:00-3:00PM		4:00-7:00PM	
		# Spaces	% Occup.	# Spaces	% Occup.	# Spaces	% Occup.
#8	46	27	59%	23	50%	14	30%
#9	48	34	71%	30	63%	24	50%
#13	26	1	4%	1	4%	0	0%
#14	31	11	35%	10	32%	5	16%
Total	**151**	**73**	**48%**	**64**	**42%**	**43**	**28%**

Source: *Draft EIR, Downtown Vallejo Specific Plan Parking Supply and Analysis (2005).*

Existing off-street weekend (Saturday) parking occupancy is generally consistent with information recorded in the *Downtown Specific Plan* (2005). In general, off-street parking during the morning period (9:00 AM to 11:00 AM) continues to operate high at around 92 percent occupied. Off-street parking during the midday period continues to be lower than the morning period; however utilization has increased from 2005 (from an average of 70 percent to 81 percent). The existing evening periods (4:00 PM to 7:00 PM) are still underutilized but have increased around 16 percent from the time of the *Downtown Specific Plan* in 2005. Table 4A presents off-street parking occupancies observed in 2006 by WSA. Table 4B presents off-street parking information based on the *Downtown Specific Plan* (2005).

Table 4A
Weekend Off-Street Parking Occupancy (9:00 AM to 7:00 PM)
Downtown Vallejo – July 2006

Block #/ Lot ID	Supply (1)	9:00-11:00AM		12:00-3:00PM		4:00-7:00PM	
		# Spaces	% Occup.	# Spaces	% Occup.	# Spaces	% Occup.
#14/Lot 1	107	103	96%	90	84%	57	53%
#8/ Lot J	86	84	98%	79	92%	40	47%
#3/ Lot 2	55	45	81%	31	56%	11	20%
Total	**248**	**228**	**92%**	**201**	**81%**	**109**	**44%**

Source: Wilbur Smith Associates, July 2006

Note:

(1) Parking supplies for each lot in the WSA parking study were based on a July 2006 inventory of off street spaces.

Table 4B Weekday Off-Street Parking Occupancy (9:00 AM to 7:00 PM) Downtown Vallejo – April 2005							
Block #/ Lot ID	**Supply** (1)	**9:00-11:00AM**		**12:00-3:00PM**		**4:00-7:00PM**	
		# Spaces	**% Occup.**	**# Spaces**	**% Occup.**	**# Spaces**	**% Occup.**
#14/Lot **1**	107	100	93%	73	68%	25	23%
#8/ Lot **J**	95	94	99%	78	82%	36	38%
#3/ Lot **2**	55	45	82%	29	53%	10	18%
Total	**257**	**239**	**93%**	**180**	**70%**	**71**	**28%**

Source: *Draft EIR, Downtown Vallejo Specific Plan Parking Supply and Analysis (2005).*
Note:
(1) Parking supplies for each lot in the 2005 parking study based on an April 2005 inventory of off street spaces.

Parking Turnover and Duration

Weekday

Parking turnover refers to the number of vehicles occupying a space throughout an observed time period while duration refers to amount of time a vehicle occupies a space. For the downtown area, duration and turnover were observed and documented by block during over one weekday period (over a span of 10 hours). In all, 181 spaces were observed in 60 minute increments and an average turnover and duration was calculated for Blocks #8, #9, #13, and #14. The on-street spaces observed in Vallejo's Downtown were not metered but had time limited restrictions including temporary24 minute limited spaces (green), 1 hour limited spaces and 2 hour limited spaces.

In general, temporary 24-minute limited spaces were not efficiently utilized with an average of 1.2 vehicles occupying each of the spaces for an entire a ten hour period. In addition, those vehicles in these spaces had extended stays with an average duration of around 3.0 hours. Although consistent with low amount of occupancy observed throughout the day, these spaces appear to be abused and limits ignored. As such, this turnover and duration information indicates there is a low demand for 24 minute spaces. These spaces may be more efficiently utilized with longer time limits and metered pricing and/or more rigorous enforcement.

Observations at 1 hour limited spaces found an average of 1.5 to 1.9 vehicles occupying each of the spaces over a ten hour period (efficiently utilized 1 hour limited spaces average around 8 to 10 vehicles over a ten hour period). This turnover was also consistent with the low occupancy observed for 1 hour limited spaces. In addition, vehicles in these spaces had average durations ranging from1.5 to 3.7 hours[1] per vehicle indicating time limits are generally ignored. Therefore increased enforcement may be needed.

Observations at 2 hour limited spaces found an average of 1.0 to 3.2 vehicles occupying each of the spaces over a ten hour period (efficiently utilized 2 hour limited spaces would average

[1] The range of durations was based on individual blocks. Block #9 had and average duration of 3.7 hours while Block #14 had an average duration of 1.5 hours.

around 4 to 5 vehicles over a ten hour period). In addition, vehicles in these spaces also exceed the 2 hour time limit with an average duration of 2.2 to 3.6 hours per vehicle.

During the weekday, time limited spaces, were observed to be underutilized. In addition, for those spaces which were utilized, time limits were on average not respected. This indicates that the overall on-street time limit system would need more rigorous enforcement. In addition, installing meters or re-evaluating the time limit regulations could better manage the existing demand. Note that parking turnover and duration observations were not performed as part of the *Downtown Specific Plan* (2005). Table 5A presents weekday on-street parking turnover and duration for the study area.

Table 5A
Weekday On-Street Parking
Average Turnover and Average Duration (9:00 AM to 7:00 PM)

Block #	# of Spaces	Parking Restrictions	Duration[(1)]	Turnover[(2)]
#8	5	Temporary (24 Minute Limited)	3.0	1.2
	44	2 Hour Limited	2.6	1.7
#9	2	Temporary (24 Minute Limited)	2.2	3.5
	9	1 Hour Limited	3.7	1.5
	57	2 Hour Limited	2.2	3.2
#13	31	2 Hour Limited	3.6	1.0
#14	9	1 Hour Limited	1.5	1.9
	13	2 Hour Limited	2.4	2.7
	8	Unlimited	2.2	2.8
	3	Loading Zone	1.2	3.0

Source: Wilbur Smith Associates, July 2006
Note:
(1) Duration presents the average number of hours each vehicle parked per space.
(2) Turnover presents the average number of vehicles which occupied each space per block.

Observations were also conducted at three public parking lots to determine average turnover and average duration for off-street spaces. These three lots were within a four square block area Vallejo's downtown area (bordered by Virginia Street to the north to York Street to the south, Sonoma Boulevard to the east Sacramento Street to the west) and described as Lot 1, Lot J and Lot 2. In general, these off-street facilities spaces were restricted to 3 hour time limits. Although occupancy was higher in off-street facilities versus on-street parking, off-street spaces had an average of 0.5 to 1.5 vehicles occupy each of the spaces over a ten hour period (efficiently utilized 3 hour limited spaces would average around 3 to 4 vehicles over a ten hour period). In addition, vehicles in these spaces had an average duration of 4.7 to 8.2 hours which was well over the 3 hour time limit.

It appears that the public lots are used being for long term parking during the weekday periods, with durations observed to well exceeding the 3 hour time period in each lot. This indicates a significant demand for long term parking during the day, as the time limits are clearly not being adhered to and/or enforced. This is a noteworthy issue in the morning hours when the public lots

have over 90 percent occupancy. Note that the may be less of an issue later in the day when occupancy is much lower. Table 5B presents weekday off-street parking turnover and duration for the study area.

Table 5B
Weekday Off-Street Parking
Average Turnover and Average Duration (9:00 AM to 7:00 PM)

Block #	# of Spaces(1)	Parking Restrictions	Duration(2)	Turnover(3)
8/Lot 1	15	3 Hour	5.5	1.4
14/Lot J	15	3 Hour	4.7	1.5
13/Lot 2	11	3 Hour	8.2	0.5
Total	**41**		**6.5**	**1.2**

Source: Wilbur Smith Associates, July 2006
Notes:
(1) Sample of public lot spaces (first several spaces occupied closest to entrance/exit) observed for duration and turnover calculations.
(2) Duration presents the average number of hours each vehicle parked per space.
(3) Turnover presents the average number of vehicles which occupied each space per block.

Weekend
During the Weekend (Saturday), temporary 24-minute limited spaces were not efficiently utilized with an average of 3.4 vehicles occupying each space over a ten hour period. In addition, vehicles in these spaces had extended stays with an average duration of around 1.7 hours. Therefore increased enforcement may be needed.

Observations at 1 hour limited spaces during the weekend found an average of 2.3 to 3.2 vehicles occupying each of the spaces over a ten hour period (more efficiently utilized 1 hour limited spaces average around 8 to 10 vehicles over a ten hour period). In addition, vehicles in these spaces had average durations ranging from 1.9 to 3.8 hours[2] per vehicle indicating time limits are generally ignored. Therefore increased enforcement may be needed.

Observations at 2 hour limited spaces during the weekend found an average of 2.4 to 3.1 vehicles occupying each of the spaces over a ten hour period (efficiently utilized 2 hour limited spaces would average around 4 to 5 vehicles over a ten hour period). On weekend, vehicles in these spaces tended to be within the 2 hour time limit with an average duration of 1.3 hours per vehicle except in Block #9 where the average duration was around 2.4 hours per vehicle.
For those 2 hour limited spaces which were part of the Farmers Market restricted area, spaces had an average of 0.5 to 1.3 vehicles occupying each of the spaces over a six hour period. In addition, vehicles in these spaces had an average duration of 1.6 to 5.0 hours. Observations found that these vehicles gained access to the restricted parking area before the Farmers Market began at 7:00 AM and were not cited for violation. However, additional vehicles were not allowed access to these spaces after 7:00 AM until the close of the market at 1:00 PM.

[2] The range of durations was based on individual blocks. 1 hour spaces on Block #9 had and average duration of 3.8 hours while Block #14 had an average duration of 1.9 hours.

The same 2 hour limited spaces which were part of the Farmers Market restricted area were observed for five hours after the Market closed for the day. After the Market, spaces had higher turnover with an average of 1.2 to 2.6 vehicles occupy each of the spaces over a five hour period. In addition, these vehicles had an average duration of 1.7 to 3.7 hours which indicates some blocks have users which generally ignored designated time limits. Table 5C presents weekend on-street parking turnover and duration for the study area.

Table 5C
Weekend On-Street Parking
Average Turnover and Average Duration (9:00 AM to 7:00 PM)(1)

Block#	# of Spaces	Parking Restrictions	Duration	Turnover
#8	5	Temporary (24 Minute Limited)	1.7	3.4
	20	2 Hour Limited	2.8	2.4
	12(2)	2 Hour Limited	2.7	1.3
	23(3)	2 Hour Limited	1.7	2.0
#9	11	1 Hour Limited(4)	3.8	2.3
	38	2 Hour Limited	2.4	3.5
	9(2)	2 Hour Limited	3.7	1.0
	19(3)	2 Hour Limited	1.8	2.6
#13	11	2 Hour Limited	1.3	3.1
	20(2)	2 Hour Limited	1.6	1.2
	6(3)	2 Hour Limited	3.7	1.2
#14	9	1 Hour Limited	1.9	3.2
	5	2 Hour Limited	2.3	2.8
	8(2)	2 Hour Limited	5.0	0.5
	19(3)	2 Hour Limited	2.0	2.1

Source: Wilbur Smith Associates, July 2006

Note:

(1) Saturday Farmers Market conducted 7:00 AM to 1:00 PM, segments of streets closed including: Marin Street (Indian Alley to York Street) and Georgia Street (Sacramento Street to Sonoma Boulevard).
(2) Spaces located in farmers market restricted area
(3) Spaces were open to the public after Farmers Market ended at 1:00 PM (observed for 5 hours).
(4) Includes both temporary 24 minute and 2 hour spaces.

During the weekend, off-street parking in public lots was well utilized with vehicles parking between 2.2 to 2.6 hours in 3 hour limited spaces.

The disparity exhibited in the duration and turnover data relationship (low duration/low turnover)[3] for weekend off-street parking indicates that time limits are generally being adhered to, but that low occupancy in the late afternoon and evening hours reflects low turnover in the public lots. As shown by afternoon and evening occupancy data, after 1:00 PM, hourly occupancy began to drop from 85 percent to 44 percent at 6:00 PM.

[3] Typically long-term parking would exhibit high vehicle duration and low turnover of the space. Short-term parking would exhibit lower vehicle durations and high turnover of the space.

Table 5D
Weekend Off-Street Parking
Average Turnover and Average Duration (9:00 AM to 7:00 PM)[(1)]

Block#/Lot	# of Spaces[(1)]	Parking Restrictions	Duration	Turnover
#8/Lot 1	15	3 Hour Limited	2.4	2.4
#14/Lot J	15	3 Hour Limited	2.6	2.8
#13/Lot 2	11	3 Hour Limited	2.2	2.2
Total	41		2.4	2.5

Source: Wilbur Smith Associates, July 2006
Notes:
(1) Sample of public lot spaces (first several spaces occupied closest to entrance/exit) observed for duration and turnover calculations.

Car Ownership

A preliminary look at car ownership data (Census 2000) for the study area (Figure 2) shows that there are a significant percentage of households with no car available. These findings support the idea that proximity to a major transit hub will attract households that choose to use transit whether for reasons of economics, health or personal choice. The level of car ownership is a good indicator of the potential for many of the smart growth strategies being considered for the Station District. Additional data will be reviewed including the MTC analysis of the Bay Area Transportation Survey (BATS) data and Census 2000 data for 1-car ownership and mode to work.

Figure 2
Vallejo
Zero Auto Households

0 - 5%
5 - 10%
10 - 50%
over 50%

N

ENGINEERS
PLANNERS
ECONOMISTS
Wilbur Smith Associates

Feet
0 500 1,000 2,000

Land Use and Zoning

The *Downtown Vallejo Specific Plan* (Specific Plan) serves as the "zoning ordinance" and provides land use regulations for the Plan area. The primary focus of the Specific Plan is to introduce high density mixed-use housing while revitalizing existing retail and commercial areas. In addition, the Specific Plan focuses on improvements to the physical environment through development standards and design guidelines, both for public improvements and for private developments. The Downtown Plan Area is broken down into five geographic districts: The Georgia Street Corridor, Central Downtown, Civic Center, Outer Downtown and Southwest Downtown. Each district has distinct use regulations for residential, commercial, industrial, and civic use types.

- The Georgia Street Corridor and the Central Downtown are the considered the heart of downtown Vallejo and the plan serves to preserve their character while providing strict guidelines for their development. Furthermore, both the Central Downtown and the Outer Downtown areas have been identified as providing the greatest opportunities for future development.

- The Sonoma Boulevard Overlay was provided as an additional zoning element to regulate uses directly fronting on Sonoma Boulevard. The Sonoma Boulevard Overlay encompasses street fronting properties and was established to require that all buildings front onto the street. The land use regulations and development standards for this overlay district are intended to create a unified character of street fronting retail with housing and office above and to create a destination both safe and attractive for pedestrian traffic by using pedestrian preferential development standards.

- The purpose of the Georgia Street Corridor is to promote a "Main Street" environment in Downtown Vallejo, with a focus on facilitating local- and community-serving retail uses. This district has the highest concentration of older, historically significant buildings in the Specific Plan area, several of which may be eligible for the National Register. Ground level uses such as administrative and professional services (office) and residential are prohibited.

- The Central Downtown is envisioned to be developed with the most intensive land uses and variety of buildings with a focus on mixed-use development. The broad variety of land uses within this district includes residential, retail, personal services, entertainment, religious institutions, and public facilities and services. This district contains all of the City-owned public parking lots that currently serve Downtown Vallejo, excepting the City-owned property in the Civic Center district.

- The purpose of the Outer Downtown District is to allow a diverse mix of land uses and development that are more compatible with the more auto oriented character of the area while respecting the scale and character of adjacent neighborhoods. The district contains a number of single- and multi-family residential structures developed on smaller parcels, interspersed with low intensity offices and small businesses. Outer Downtown contains

the highest concentration of automotive uses in Downtown including auto sales, automotive service and outside storage.

The following Districts have a less immediate or direct role on the growth of the downtown but are anticipated to have an important impact in the long-term:

Civic Center: This district provides a key link between Downtown Vallejo and the Waterfront, concentrating civic and public facilities and to promote public land uses that would support Downtown Vallejo.

Southwest Downtown: This area consists housing that is suburban in scale and nature. This area is anticipated to be used for future redevelopment to expand mixed income (including affordable) housing and retail uses within Downtown Vallejo.

Catalyst and Opportunity Sites

According to the Specific Plan, several parcels in the Central Downtown and Outer Downtown have been identified as "catalyst" and "opportunity" sites (potential sites). These sites include City-owned public parking lots and parcels that have the potential for new development in the near term, such as the Housing Authority and Credit Union sites on Georgia Street and Santa Clara Street. Seven parcels totaling 8.4 acres have been designated "Catalyst Sites." Of the Specific Plan area's 97.2 total acres, 41 acres have been identified as "Opportunity Sites," comprising 42 percent of the total land area. The development of these sites is expected to affect the parking demand in Downtown Vallejo.

Potential sites in the Central Downtown area were identified as providing the greatest opportunity for growth and new development of residential uses, professional office uses, an arts center and other entertainment, community-serving retail uses, and restaurants and entertainment venues.

The Specific Plan identified the potential sites in the Outer Downtown district as providing the greatest opportunity within the Specific Plan area for mixing medium-density residential and live/work studios with service commercial uses, including small businesses that specialize in custom manufacturing/cottage industry.

SMART GROWTH PARKING

Goals

The City of Vallejo has several goals that they want to achieve as a part of MTC's Smart Growth Parking study:

- Developing a parking management plan that would meet current and future parking needs of the downtown and waterfront redevelopment areas.
- Determining the effect of development being built on existing surface parking lots.
- Understanding the potential for a centralized shared use public parking structure.
- Creating a parking management plan which can be phased as development is built.

Existing Relevant Policies

Vallejo's existing relevant policies including those from will be discussed and analyzed as to how they contribute to or hinder the City from furthering those goals. The City of Vallejo's existing and proposed policies from Vallejo's Municipal Code and the Downtown Vallejo Specific Plan were evaluated for the provision of the following SMART Growth benefits:

- Density
- Connectivity/Walkability/Livability
- Transit/Mode Choice
- Convenience/Ease of Use
- Progressive Financing/Pricing
- Overall/Overarching Benefits

Vallejo's Municipal Code

Title 8 Chapter 8.20.020: The City Council can establish parking meter zones by ordinance "from time to time as traffic conditions require" which can also be revoked by ordinance.
Title 8 Chapter 8.20.021: Parking meter zones are to be managed by the City Manager.
Title 8 Chapter 8.20.040: Requires that each space in the metered zone have an individual meter that displays the time remaining and violation/expiration.

***Smart Growth Benefits*:** Progressive financing/pricing.
Reconsider:

- The city council should better define "as conditions require" with peak parking occupancy or intersection level of service (LOS) congestion thresholds.
- The one meter per space requirement is restrictive for future technologies that might better sever the metered district, such as pay and display kiosks, where one kiosk can serve an entire block of parking.

Title 8 Chapter 8.26.010:
The City Council may establish a parking permit system in order to allow all-day parking on municipal off-street parking lots. These spaces would be designated by signs or pavement markings which read "Permit Parking Only."

***Smart Growth Benefits*:** Convenience/ease of use
Reconsider: To avoid underutilization of "permit only spaces" issue a fixed number of employee permits to the municipal lots, let permitted users park for free (or cost of monthly permit) and non-permitted users park for a fee each on a first come, first served basis to the lot, thus maximizing the utilization of the off-street spaces.

Downtown Vallejo Specific Plan: City Policy/Program: Housing

Program 4.1.a: Ensure development of "Catalyst Sites" with high quality mixed-use housing/ commercial. These early mixed use housing/commercial projects on the City-owned parking lots will become prototypes for future development in Downtown.

***Smart Growth Benefits*:**
Density.
Reconsider: None at this time.

Downtown Vallejo Specific Plan: City Policy/Program: Connections

UD Goal 5.2: Complete Connections and Linkages to and Within Downtown
Program 5.2.a: Strengthen the primary connections between Downtown and the Waterfront.
Policy 5.2.3: Encourage pedestrian access through and within new projects to connect to the broader Downtown circulation system.

- Provide midblock connections between the streets and the alleys and
- Provide clearly delineated pedestrian connections between parking structures and the public streets.

Smart Growth Benefits: Connectivity/Walkability/Livability.
Reconsider: None at this time.

Downtown Vallejo Specific Plan: City Policy/Program: Enhanced Public Realm

UD Goal 5.3: Revitalize the Public Realm for Pedestrian Comfort
Policy 5.3.2: Maximize on-street parking in Downtown to provide a buffer between the street and sidewalk zones.

- On-street parking contributes to the enhancement of pedestrian safety by providing a buffer between the pedestrians on the sidewalk and the cars on the streets.

Smart Growth Benefits: Connectivity/Walkability/Livability for pedestrians.
Reconsider: Methods for maximizing on-street parking (such as angled parking) may have detrimental traffic safety effects overall on bicyclists and through traffic.

Downtown Vallejo Specific Plan: City Policy/Program: Circulation & Parking

CR Goal 6.1: Establish a Well Designed, Interconnected and Pedestrian Friendly Circulation System.
Policy 6.1.1: Focus on pedestrian orientation within the circulation system.
Program 6.1.c: Design the Bus Transfer Center as an attractive and safe facility.

- Availability of transit reduces the automobile use and parking demand in Downtown and increases pedestrian activity on the streets.
- People are more likely to use transit frequently if it is safe and attractive.

***Smart Growth Benefits**:* Transit/Mode Choice
Reconsider: None at this time.

Program 6.1.g: Develop a way-finding or downtown signing program to direct visitors to parking and key downtown destinations.

- Improves the efficiency of the circulation system
- Reduces unnecessary vehicular circulation on Downtown streets.

Smart Growth Benefits: Convenience/Ease of Use
Reconsider: None at this time.

CR Goal 6.2: Facilitate "Parking Once."
Policy 6.2.1: Maximize on-street parking to serve short-term parking needs.
Program 6.2.a: Implement angled parking in the Downtown Core on internal circulation streets of Capitol, Virginia, Marin, Maine, Sacramento, Santa Clara and York.

- Viewed as an efficient way to increase on-street parking supply
- Perceived benefits of angled parking include:
    - increasing on-street parking;
    - buffering pedestrians from moving traffic; and
    - ease of parking maneuvers.

Smart Growth Benefits: Convenience/Ease of use, Connectivity/Walkability/Livability for pedestrians.
Reconsider: Typical angled parking not as safe for on street bicyclists, consider back-in angled parking.

Program 6.2.b: Develop a parking management plan that incorporates time restrictions for on-street parking, particularly on streets where a retail frontage is desired or required.

Smart Growth Benefits: Overall/Overarching.
Reconsider: On-street metering/pricing is the most effective method of ensuring frequent turnover in areas with significant short-term parking demand. Metering will aid in parking enforcement and the revenues can be invested back into the district as designated by the plan.

Policy 6.2.2: Provide for sufficient and not excessive parking.
Program 6.2.c: When needed, develop a parking structure at the northwest corner of Marin and York Streets developed through a public/private partnership. Several Measures were passed to support this policy including:

- Parking rate systems should be reflective of the Downtown character. Vallejo's citywide parking rate system, primarily for suburban development patterns, is not applicable in Downtown. Downtown rates should take into account:
    - walkable and transit-oriented characteristics,
    - trip linking,
    - lower auto ownership, and
    - the availability of public parking.

- Requiring developers to provide adequate private parking for residents. Market demands, and some lending requirements, require that residential development provide reserved and secure parking.

Smart Growth Benefits: Progressive Financing/Pricing
Reconsider: Developer parking requirements for residential developments in transit supportive areas may be detrimental to density and result in increased housing costs for those who would otherwise choose transit supportive housing. Consider waiving parking requirements for TOD housing or establishing parking maximums.
Policy 6.2.3: Protect adjacent neighborhoods from spillover parking. Several Measures were passed to support this policy including:

- The City will consider implementing on-street parking restrictions to prevent spillover parking in adjacent residential areas as needed.

Smart Growth Benefits: Connectivity/Walkability/Livability.
Reconsider: This policy/measure could be implemented an established Residential Permit Parking (RPP) Program, reserving long term on street parking for residents and providing short term parking for visitors. The revenue generated from RPP Districts from permit fees and non-resident parking violations should be fed back into the district for neighborhood improvements to gain residential support/buy-in.

Program 6.2.d: Provide long-term parking for employees. While short-term parking is critical to the viability of the Downtown's commercial business, long-term parking for employees is equally critical. For commercial development which cannot provide on-site parking for its employees, there should be long-term parking facilities available in Downtown.

***Smart Growth Benefits*:** Density, Convenience/Ease of Use.
Reconsider: Since long term parking for employees has been identified as an important for the City, the proposed central parking facility is an opportunity to implement the benefits of shared parking between the potential complementary uses (i.e. day time office and evening commercial). This could result in the need for less overall parking due to different peak demands and thus may increase the overall utilization rates of the parking facility. (Consider using the existing employee permit system rather than reserved space system, w/1st come 1st served for up to 50 percent of parking lot, remaining left open for non-permitted users)

Policy 6.2.4: Prohibit surface parking lots in Central Downtown.

***Smart Growth Benefits*:** Density, Connectivity/Walkability/Livability.
Reconsider: None at this time.

Program 6.2.e: Prepare and implement a Downtown Parking Management Plan

- Guides the planning and implementation of a Downtown parking system;
- Establish guidelines for setting time restrictions in the short-term, and managing off-street facilities in the long-term;
- Include development of a wayfinding system;

- A gradual introduction of parking charges; and
- Establishment of a parking authority.

Smart Growth Benefits: Overall/Overarching
Reconsider: None at this time.

Policy 6.2.5: Use parking policy to encourage the use of transit, bicycles, and other alternatives to driving alone to reduce demand for parking facilities. The parking policies identified in the Plan promote transit, biking and walking and reduce traffic and parking demand, including:

- establishing lower parking rates than suburban areas;
- emphasizing short-term parking in the Downtown Core; and
- providing centralized fee parking.

Smart Growth Benefits: Connectivity/Walkability/Livability
Reconsider lower parking rates: Real estate in downtown is developed more densely than suburbs; therefore downtown parking spaces are by rights more valuable than suburban parking spaces. As a result, downtown parking rates should higher to reflect this value. Higher prices will result in a greater parking space turnover and the resulting desired short term parking in the downtown. Additionally, if parking is not priced appropriately for the downtown, driving alone may continue to be more attractive than alternative options (i.e. transit, bicycling, walking).

Policy 6.2.6: Consider development incentives to encourage transit-oriented development (TOD) and other pedestrian-oriented development.
Program 6.2.g: Market and promote a Downtown parking strategy. This strategy is based on gaining citywide support for a parking management system including:

- Disseminate short- and long-term plans to provide downtown parking
- Identify where parking is located and the way the parking system operates
- Inform the public about the need for consistent parking enforcement
- Educate the business owners and residents of the value of on-street parking
- Develop support for a Parking Assessment District.

Program 6.2.i: Adopt a long-term mechanism to fund public parking facilities.
Program 6.2.j: Establish boundaries for a Parking Assessment District and develop in-lieu fee policies that will support creation and maintenance of an active downtown.

Smart Growth Benefits: Progressive Financing/Pricing.
Reconsider: None at this time.

Downtown Vallejo Specific Plan: City Policy/Program: Transportation Demand Management

CR Goal 6.5: Reduce Traffic and Parking Demand
Policy 6.5.1: The City will use its powers as a planning authority to require new development to include physical on-site elements of TDM programs. The City will require some of the support facilities for TDM through the development review process, including: showers and locker rooms, on-site ATM machines, preferential parking areas, and an alternative commute information kiosk, etc.

Program 6.5.a: The City will promote TDM programs for City staff and new development in Downtown
Program 6.5.b: Provide information on developing an employer-based TDM program, or forming or becoming a member in a Transportation Management Association.

Smart Growth Benefits: Transit/Mode Choice
Reconsider: None at this time.

Implications for Smart Growth

The City of Vallejo has several smart growth policies developed as part of the Downtown Vallejo Specific Plan. Several of the policies/programs are dependant upon an aggressive infill program targeting existing municipal parking lots within the Central Downtown district.

Under the terms of the partnership between the city and Seattle developer Triad Communities, 12 square blocks adjacent to the town's historic waterfront will be redeveloped. Seven buildings, containing 100,000 square feet of office and retail space on the ground floors with about 1,000 residential units including studio lofts, live-work townhouses, one- and two-bedroom flats and penthouses above -- will be built. Streets that have been cut off from the waterfront by previous development will be reconnected. Anchored by the restoration of the Empress, an arts and entertainment district and office/employment and retail districts are planned.

This development is occurring largely on sites currently depended upon for long term employee parking for the City of Vallejo, with occupancies exceeding operating capacity (92 percent) during the morning hours and approaching normal operating capacity (81 percent) during the midday hours. This indicates that replacement of these parking spaces will become more urgent as development proceeds and will need to be phased in alongside Triad's Catalyst Site Development timeline.

Additionally, as the long-term employee parking is reduced is will be essential to pair long term parking replacement with an on street metering district and a residential permit parking program to preserve downtown short term parking and prevent/limit residential parking spillover. These issues are best served by a comprehensive parking management system.

Smart Growth Parking Strategies

The City of Vallejo has several smart growth enabling policies and programs established in their Specific Plan, as a result, there are several smart growth strategies where the City has already laid the necessary groundwork. There are however several more implementable strategies based on the City's goals and innovative smart growth programs and policies executed in communities throughout the Bay Area and North America. These strategies require a framing a new vision about the value of downtown and community via new technologies, economic development policy and pricing structures, and would require considerable buy-in from the business and residential communities.

The following policies and programs are suggested for more discussion.

Non-motorized connectivity:
Vallejo's downtown is in close proximity to the ferry terminal and new bus transit center. The City should explore policies and programs to enhance non-motorized connectivity between the downtown and these transit centers. Federal funding for these enhancements through MTC's Transportation for Livable Communities (TLC) grant program is one example of many of the funding sources available for these types of programs. Enhancements include but are not limited to:

- Bike lanes and bicycle parking amenities.
- Pedestrian amenities such as: wider sidewalks, pedestrian scaled lighting, seating, street trees, enhanced crosswalks
- Connections to local and regional bike paths/trails
- TDM programs to require employer provided amenities (e.g. showers, valet service)

Parking Structures
Parking structures will be examined in context for each development as to need based on the actual parking demand characteristics of the area taking into consideration current and future levels of auto ownership and transit use and financial feasibility. Shared parking opportunities will be investigated to help optimize overall parking demand and supply, and defray costs over multiple developments. It is anticipated that a shared parking connection can be developed between the downtown and the Central Waterfront area. Other complementary users would be office and retail.

Parking Assessment Districts and In-lieu fees:
Parking assessment districts are self taxing districts that contribute an assessed tax to the enhancement of parking conditions in a defined area. A steering committee made up of members of the business community and the transportation commission can be set up to control the collection and direction/dispersal of the funding. Municipalities often put the funding toward a parking structure, but a steering committee can choose to direct the funding toward other desired/needed improvements within the district.

In-lieu fees assessed by the City (fees assessed to a development in-lieu of providing required off-street parking) can be handled in a similar manner to a parking assessment district, where the fees collected are put toward improvements in the district as decided by the steering committee. This policy should be considered as the steering committee should be able to have the flexibility to decide/determine the district's most pressing parking and/or improvement needs.

Parking Rates/Pricing
Unbundling Parking: A policy for unbundling parking from residential developments should be explored particularly in developments within walking distance from a transit hub (i.e. ferry terminal and bus transfer station). MTC 2000 BATS data indicate a high rates transit, walking

and bike trips[4], coupled with lower average auto ownership, vehicle trips and VMT for residents living within a half-mile of a transit station or ferry terminal.[5]

On and Off Street Pricing Differentials: On and off-street parking pricing differentials should be explored as a means to increase on-street short term parking supply by shifting long term users to off-street facilities. On-street parking facilities should be priced by peak hour and prime location in order to serve the highest demand.

Parking Management Plan
A comprehensive parking management plan should be considered which allocates appropriate amounts of parking to different users (e.g. residents, visitors, ferry patrons).

Improved Technology and Convenience

Pay and display:
Pay and display metering technology helps to institute flexibility in on street parking pricing and provide convenience to users.

- No time limits: progressive parking meter rates to discourage long term on street parking
- Peak time or prime area pricing to encourage high turnover rates and off street parking at busy times and popular spots.

Improved wayfinding:
Using permanent and variable signage including Intellgent Transportation Systems (ITS) such as variable message signs indicating available parking, rates and destinations will improve circulation and convenience and increase off-street parking utilization.

NEXT STEPS

1) Stakeholder interviews: Stakeholders will be interviewed understand their perspectives on Vallejo's potential parking policies/programs including a centralized shared use public parking structure:
    - City Departments of Planning, Traffic, Transportation, and Economic Development,
    - The Central Core Restoration Corporation,
    - The Downtown Merchants Association,
    - The Vallejo Main Street, Triad Communities, active developers, and downtown property owners.

[4] "When broken down by mode, per capita transit trip rates for ½-mile residents are between two and a half and eleven times higher than other residents. Bicycle trip rates for ½-mile residents are almost twice the regional average and are between two and five times higher than residents living more than 1 mile from a rail or ferry stop. The same trend holds for walk trip rates." *Characteristics of Rail and Ferry Station Area Residents in the San Francisco Bay Area: Evidence from the 2000 Bay Area Travel Survey Characteristics of Rail and Ferry Station Area Residents in the San Francisco Bay Area: Evidence from the 2000 Bay Area Travel Survey.* Volume I. MTC Sept 2006. pp 42.
[5] "Households within ½-mile of a station produce between 47% and 60% fewer vehicle miles than their suburban and rural counterparts, which means that emissions per capita is much lower for the ½-mile group." MTC Sept, 2006. pp43.

2) Development of a Parking profile for the Vallejo's Downtown and Central Waterfront area.